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## RAILROADS REPORT IMPROVEMENTS

A Diesel train began operations on the Minsk-Vil'nyus-Riga line on 2 September. The train made the trip between Minsk and Riga in 10 hours, instead of the 24 hours taken by the passenger train. The train will go to Riga on even days and to Vil'nyus on odd days.

Radiofication of the railroad systems of the Volga Railroad Okrug has been completed. As of 26 August, radio service was installed in 4,029 points, including 759 stations and sidings and more than 3,000 trackside buildings and dormitories. The greatest quantity of receiving sets and rebroadcasting points were installed on the Kuzbassian System.

The North Caucasus and Ordzhonikidze railroad systems have initiated a program to use rail motor cars instead of shunting locomotives for light switching operations in intermediate stations and marshalling yards.

In Bataysk station on the North Caucasus System the cars are being used in connection with hump yard operations. The cost of operating a rail motor car for one hour is 14 rubles 50 kopeks, as against 44 rubles 27 kopeks for a regular shunting locomotive. On the Ordzhonikidze System the rail motor cars are being used to deliver freight cars to loading and unloading points in stations and also for grouping freight cars.

Many of the rail motor cars are run on compressed gas, either natural gas or gas obtained from manufacturing wastes. The introduction of gas-generating installations permits the utilization of lignite and wood.

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TWO-KILOMETER ORE TRAIN -- Gudok, No 106, 4 Sep 49

A VL-22M electric locomotive operating on the Dolgintsevo section of the Stalin Railroad System recently hauled an ore train 2 kilometers long. The weight of the train exceeded the norm by 2,000 tons.

ZEMITANY STATION RENAMED -- Sovetskaya Latvya, No 183, 5 Aug 49

By order of the Presidium of Supreme Soviet USSR, the name of the station of Zemityany of the Latvian Railroad System has been changed to Oshkalni.

LATVIAN RR FINISHES PROJECTS -- Sovetskaya Latvya, No 187, 10 Aug 49

Construction workers of the Latvian Railroad System recently completed seven projects, including a pumping station, a track section machine shop, and a 60-place dormitory in Rezekne, a communications building in Yelgava, and a water-supply system in Vilyany and Zilupe.

URGAL STATION BUILDING COMPLETED -- Tikhookeanskaya Zvezda, No 187, 10 Aug 49

A new station building has been constructed at the Ural Station in Verkhne-Bureyskiy Rayon, Khabarovsk Krai. The station includes a waiting room, restaurant, offices for the station's services, and checkroom.

NEW STATION BUILDING IN OREL -- Krasnaya Zvezda, No 183, 5 Aug 49

The Third Construction and Restoration Section of the Moscow-Kursk Railroad System has put into use a new railroad station building in Orel. The station building has two waiting rooms capable of holding 1,000 persons at once, rooms for mothers and children, a hotel, a restaurant, a medical point, a library, a barber shop, and other facilities. The outside of the building is finished in white marble. The track side of the building has a 14-meter arch.

FIRST SECTION OF MOSCOW SUBWAY NEARS COMPLETION -- Vechernyaya Moskva, No 187, 8 Aug 49

The outer belt of the Moscow subway will be a 20-kilometer, two-tube subway circling the heart of Moscow. The subway builders are striving to complete the first section of this outer belt -- from Crimea Square to Kursk station -- by 25 September 1949.

The outer belt will have 12 first-class underground stations. Moscow will have 60 kilometers of subway line and 41 subway stations when the outer belt is completed.

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REBUILDING MOSCOW STREETCAR SYSTEM -- Moskovskiy Bol'shevik, No 181, 3 Aug 49

Extensive work has begun this year in reconstructing the Moscow streetcar system. From 1949 to 1953, 360 kilometers of car lines will be rebuilt, with car tracks replaced by the heavy Feniks-type (phoenix) track. During this period, 170 kilometers of streetcar track will be laid on a concrete foundation and 75 kilometers on a stone foundation. The 1949 plan calls for the rebuilding of 40 kilometers of track. However, the schedule for this work has not been maintained in a number of instances, and the dates set for the completion of work have not been met.

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